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"HONGKONG TELEGRAPH"
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The Hongkong Telegraph.

ESTABLISHED 1861.



ONE THOUSAND DOLLARS.
European Subscribers to the
Hongkong Telegraph, are, from
1st October, 1895, insured for
the sum of \$1,000 against Fatal
Accident.
SEE BELOW.

NEW SERIES No. 239

日十三月一十一年十二月

TUESDAY, JANUARY 14, 1896.

二月

歲廿四正月

THIRTY DOLLARS
PER ANNUM.

BANKS.

THE MERCANTILE BANK OF
INDIA, LIMITED.
AUTHORISED CAPITAL \$1,600,000
SUBSCRIBED \$1,165,000
PAID-UP \$68,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED on CURRENT
ACCOUNTS at the Rate of a per cent.
per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:

For 12 Months..... 4 per cent.

" 6 " 3 1/2 "

" 3 " 3 "

DEPOSITS RENEWED ON OLD TERMS.

J. W. F. TAYLOR,
Manager, Hongkong,
Hongkong, 18th December, 1895.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$800,000
RESERVE FUND \$35,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of a per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.

" 6 " 3 1/2 "

" 3 " 3 "

T. H. WHITEHEAD,
Manager, Hongkong,
Hongkong, 16th September, 1895.

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
J. KRAMER, Esq.—Chairman.
A. MCGONAGHIE, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving, S. C. Michaelson, Esq.
G. H. Dodwell, Esq. D. R. Sisson, Esq.
M. D. Ezekiel, Esq. N. A. Siebs, Esq.
R. M. Gray, Esq. R. Shewell, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADDE GARDNER, Esq.
LONDON-BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

T. JACKSON,
Chief Manager,
Hongkong, 23rd December, 1895.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1895.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000
Subscribed Capital \$500,000
HEAD OFFICE—HONGKONG.

Court of Directors:
D. Gillies, Esq. Chow Tung Shang, Esq.
H. Stoltzfus, Esq. Kwan Ho Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.

Hongkong, 23rd October, 1895.

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PROSPECTUS
OF
OLIVERS FREEHOLD MINES,
LIMITED.

INCORPORATED UNDER THE ORDINANCES OF HONGKONG 1865 TO 1891, BY WHICH THE LIABILITY OF SHAREHOLDERS IS LIMITED TO THE AMOUNT OF THEIR SHARES.

GENERAL MANAGERS:
JOHN D. HUMPHREYS & SON.

CAPITAL.....\$300,000

DIVIDED INTO 15,000 "A" OR VENDORS' SHARES AND 45,000 "B" OR ORDINARY SHARES OF \$1 EACH.
(OF WHICH 10,750 "A" SHARES AND 5,000 "B" SHARES HAVE BEEN ALLOTTED AND 1,250 "A" SHARES AND 25,000 "B" SHARES ARE NOW OFFERED FOR SUBSCRIPTION.)

TERMS OF SUBSCRIPTION FOR "B" SHARES [\$1.00 PER SHARE ON APPLICATION.
\$1.50 PER SHARE ON ALLOTMENT.]

The balance at call in instalments. Two months' notice to be given in respect of each instalment called up.
Any person may apply for 1 "A" share for every 20 "B" shares applied for by him. The "A" shares are payable, \$1 on application and the balance, \$4, on allotment.

Application for Shares accompanied by a deposit of \$1 per Share must be sent in to the HONGKONG AND SHANGHAI BANKING CORPORATION at its Head Office or at any of its branches on or before the 16th day of January, 1896.

For forms of application apply in Hongkong to JOHN D. HUMPHREYS and SON, General Managers, or to A. S. WATSON & CO., LIMITED, at Canton, Foochow, and Shanghai.

The Company was formed to acquire and has purchased the Oliver 100 Acre Freehold and other properties adjacent thereto belonging to the Vendors with the Machinery, Stamp, &c., thereon for the price of \$50,000, which has been paid and satisfied by the allotment to the Vendors 10,000 fully paid "A" or Vendors' Shares, and has also purchased the Eureka Mine and the plant and machinery connected therewith situate on the Eastern boundary of Olivers Freehold for the price of \$35,000, which as to \$10,000 has been paid and satisfied by the allotment to the Vendors of 3,000 fully paid "A" or Vendors' shares and as to \$25,000 the balance is payable in cash.

All shares participate equally up to 25 per cent, no annum yearly dividend on the amount paid up on each share, but all profits in excess are divided equally between the holders of "A" Shares and "B" Shares.

It is not contemplated at present to issue any more shares, but should it become desirable to develop the property on a larger scale the General Managers will propose to the Shareholders that the balance of shares, viz., 15,000 "B" Shares or such part thereof as may be thought advisable be issued.

The following is the Report on the property made by Mr. J. D. HUMPHREYS:

I arrived in Sydney, on Saturday, the 13th July last, where I met by appointment Mr. CHARLES WILLMOTT, a mining expert from Victoria. Mr. WILLMOTT has been personally known to me since 1854; I have absolute confidence in his integrity, skill, and judgment. We left Sydney together on Tuesday, the 16th day, and arrived at Mount McDonald on the day following, and commenced our inspection the same afternoon.

The Freehold consists of ten acres of auriferous land in the form of a direct square, each side of which measures 2,087 ft. 6 in., or 695 yards, a foot, 6 inches.

The position is to the West of the Eureka Gold Mine, and extends at right angles from its own Eastern Boundary in a Westerly direction, across a creek or water course to the opposite range of hills, on the Northern slope of which the greater part of its area lies. The water course which runs through the Freehold divides two ranges of auriferous hills, and finally empties itself into the River Lachlan, about three miles to the South of the dam of the reservoir which supplies the battery belonging to the property, situated at Mount McDonald in the district of Carcoar in the province of Bathurst, New South Wales.

The Battery itself is to the West of the reservoir, and consequently on the Western side of the creek near the Southern boundary of the property, and its site was selected with excellent judgment as quartz can be carted to it or trilled to it not only from all parts of the Freehold itself but from all the workings in the neighbourhood at little cost. The Machine house, moreover, being close to its water supply, involves no waste of power in feeding the boilers.

The Water Supply consists of a reservoir formed by a dam across the creek, and is fed by a watershed of considerable extent embraced by the surrounding hills, and I was informed by men who had been working on the ground for years that the supply never failed in the driest season, from which I inferred that the rainfall is supplemented by subsoil drainage and springs. For fuel there is abundance of good timber in the vicinity.

The Machinery we found to be of the best description and comprises a first-class engine and two good boilers. There are 4 batteries of 5 head of stamps capable of crushing about 20 tons a day in all, as well as 3 pass, shaking tables, and all necessary machinery for extracting from the ore the greatest amount of gold it will pay to take out.

The inspection of the rest of the Freehold was greatly facilitated by the whole of the scrub having been cut down before we arrived, so the estate was laid bare and could be viewed from a convenient spot on the hill from end to end.

A party of Tributaries, at work on the Freehold, not far from the battery, was raising ore which yielded over 2 ozs. to the ton at each crushing.

The men informed me that they discovered the reef on the surface in walking over the hill after rain, by observing gold in quartz at the bottom of a cart rut which had been washed clean by the water flowing through it.

The old workings are of the most primitive description, having evidently been made by alluvial miners unaccustomed to quartz. The reefs were worked from the surface down without timbering, until it became dangerous to go deeper. None of these workings were any depth, and the numerous heavy finds of gold were all found near the surface. That much of the quartz must have been very rich is certain, for it is said about 100 ozs. of gold a month were obtained by the owners of the battery at the time from recovering and washing the tailings. One working not far from the battery yielded 10 ozs. of gold to the ton, and 4,700 worth of gold was taken out of a vein a few feet deep just below the dam.

It is seen by examining the old workings which still exist, that they were mined by men unaccustomed to cope with quartz mining difficulties. The work is of the crudest description and it is evident that as soon as water was reached in sufficient quantity to require machinery, or because the earth began to fail in or become dangerous through being undermined, the mines were abandoned. This part of the district was, moreover, at the time infested by bands of desperate bushrangers who rendered residence there very undesirable. It was a long time before the Government was able to hunt them down, owing to the nature of the country.

Undoubtedly large deposits of gold, and probably exceptionally rich deposits, will be found when these reefs, which proved so good on the surface, are worked to a depth by quartz mining experts under honest and experienced management, backed by sufficient capital. The ground is already prospected; it is well known where the gold has been got near the surface, and it is only necessary to sink properly timbered shafts and get below the old workings and work up. Some of these shafts will require pumping gear.

As far as I know, it has never been heard of that quartz reefs rich in gold near the surface failed to yield good results at a greater depth. Such reefs have been profitably worked on Bendoig and other places to a depth of close on 3,000 feet, and are still at work after 40 years. Given sufficient capital economically administered or expended, as it would be by any other business expected to pay, I am of opinion that better results will be obtained from the working of Olivers Freehold than are obtained by 99 out of 100 of the Gold Companies floated in London and elsewhere.

Eureka Mine lies on the Eastern boundary of Olivers Freehold and consists of several Gold Mining Leases lying between the Queen Mine on the North and the Great Eastern Mine on the South. It will be seen by reference to the map that to the South of the Great Eastern Mine three lots lying on either side of the creek which runs through the Freehold and discharges itself into the Lachlan River have been secured, thus giving to the Company a magnificent water supply.

The new shaft of the Eureka has been sunk to a depth of 85 feet. The old workings before the miners were flooded out yielded to a depth of 140 feet not less than 7 ozs. of Gold per ton, with occasional better results. This is recorded in the Government Reports.

It is in this mine that the Company's operations will commence by deepening the new shaft by about 120 feet. This shaft has been properly timbered as far as it goes and is surrounded by puppet heads in the vicinity of which is a machine house with necessary winding and pumping gear for freeing the mine from water. All were in good order and fit to commence work when inspected.

The further sinking of the shaft is not through difficult ground and the cost of labour and properly timbering will be only about £5 per foot. When descended, sufficient tunnels will be driven to the North and South and the reef will be worked upwards, which is the most economical plan.

The amount of water to be dealt with of course increases the cost of mining and renders it impossible for ordinary working miners to develop such properties on their own account; but it is not disadvantageous for those having means in a country subject to drought.

One of the drawbacks to the development of mining in the district has been that there was no proper accommodation for miners of the better class with their wives and families, and it is proposed to build a few comfortable cottages to induce this class of men to settle on the property.

The operations of the Company will at first be limited to developing the Eureka new shaft and driving tunnels through the reef. It is confidently anticipated that this mine being taken over in a working condition will pay expenses from an early date and within a short time win good results. A map of the mine is attached and also a map of New South Wales showing Railways and the direction of the Roads running through the property with the position marked of some of the principal mines:—

VI.—No. 1.—Ophir—where Gold was first discovered in Australia.
No. 2.—Lucknow—The Wentworth Proprietary Company, £500,000 Capital.
No. 3.—Mount McDonald—Olivers Freehold Mines including Eureka.
No. 4.—Adelong—Gibraltar Gold Mining Company floated in London, October 1895, Capital £300,000 fully subscribed.

JOHN D. HUMPHREYS & SON,
GENERAL MANAGERS,
HONGKONG. [110]

To-day's Advertisements.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates
for CHEFOO, HANKOW and PORTS on the
YANGTZE.)

THE Steamer
"CHING PING,"
Captain Blake, will be despatched for the above
Port on THURSDAY, the 16th instant, at 5 P.M.
For Freight or Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 14th January, 1896. [135]

FOR SINGAPORE, THURSDAY ISLAND
AND SYDNEY.
THE Steamer
"AMUR,"
Captain C. Mears, will be despatched as above
on SATURDAY, the 18th instant.
For Freight or Passage, apply to
STOLTERFOHT & HAGAN,
Agents.
Hongkong, 14th January, 1896. [143]

FOR NEW YORK.
THE 3/3 L.I.L. American Ship
"DANIEL BARNES,"
Captains Master, will load here for the above Port,
and will be despatched on or about the 13th
February.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 14th January, 1896. [145]

FOR NEW YORK.
THE 3/3 L.I.L. American Ship
"DANIEL BARNES,"
Captains Master, will load here for the above Port,
and will be despatched on or about the 13th
February.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 14th January, 1896. [145]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE AND PENANG.
THE Company's Steamship

"AMARA,"
Captain D. Smith, will be despatched as above
on FRIDAY, the 17th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers,
Hongkong, 14th January, 1896. [140]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamer

"MENMUIR,"

Captain Craig, will be despatched for the above
Port on MONDAY, the 27th instant, at 4 P.M.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions
throughout the voyage.

Stewards and a duly qualified Surgeon
are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th January, 1896. [141]

TO LET.

"ARKSPUR," UPPER RICHMOND
ROAD—SEVEN ROOMS AND TENNIS
LAWN. Rent, £80 monthly, including Taxes.
Apply to

Mr. L. SIMON,
Banque de l'Inde Chine,
Hongkong, 14th January, 1896. [136]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

"SHENGKING,"

Captain Vardin, will be despatched to
MORROW, the 15th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th January, 1896. [144]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

"PAOTING,"

Captain Gyles, will be despatched on THURS-
DAY, the 16th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th January, 1896. [145]

Intimations.

BY SPECIAL APPOINTMENT.

WATKINS & CO.,
SOLE AGENTS IN HONGKONG and the EMPIRE-OF CHINA

FOR

GRANVILLE & CO.
"Easell" Fluid and Powder.

FRANCIES & CO., LIMITED.
(Nine Elms Brand) Portland Cement.

THEO. RICKSECKER.
Perfumes and Toilet Requisites.

COLUMBIA CHEMICAL CO.
Animal Extracts, &c.

WATKINS & CO.,
66, Queen's Road Central.

SPECIAL TERMS OFFERED TO DEALERS. [132]

To-day's
Advertisements.

ZETLAND LODGE,

No. 525, F.C.

A EMERGENCY MEETING of the above
A LODGE will be held in the FREEMASONS'
HALL, Zetland Street, THIS EVENING, the 14th
instant, at 8.30 for 9 o'clock precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 14th January, 1896. [112]

BOOK-KEEPER.

A GENTLEMAN having a few spare hours
a day is willing to devote same to anyone
wishing the Services of a BOOK-KEEPER.
Apply by letter to

LEDGER,

c/o Hongkong Telegraph Office.
Hongkong, 14th January, 1896. [133]

THE CHINA AND MANAMA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship

"ZAFIRO,"

Captain Cobbar, will be despatched for the
above Ports on THURSDAY, the 16th instant,
at 4 P.M.

This Steamer has Superior Accommodation
for Passengers.

For Freight or Passage, apply to
SHEWAN & CO.,
General Managers.
Hongkong, 14th January, 1896. [138]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain H. Bathurst, will be despatched for the
above Port on FRIDAY, the 17th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 14th January, 1896. [139]

THE CHINA MUTUAL STEAM NAVIGA-
TION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL DIRECT;
VIA PORTS OF CALL.
(Calling at ILOLO.)

THE Company's Steamship

"CHINGWO,"

James Gray, Commander, will be despatched as
above on or about the 22nd instant.

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THE HONGKONG TELEGRAPH, TUESDAY, JANUARY 14, 1896.

(Special to *China Gazette*)
ANOTHER SECRET MISSION!

PEKING, January 6th.

Wang Chi-chuan, who negotiated in St. Petersburg the recent arrangement by which Russia intervened on China's behalf in the recent war, and who has since been acting as Provincial Treasurer at Hankow, has been again appointed to go as Special Envoy to Russia. He will leave early in the spring. The nature of the business with which he is entrusted is kept secret.

(Special to *Stamp Observer*)

ENGLAND AND FRANCE.

LONDON, December 30th.

The negotiations between England and France on the questions at issue with regard to Harrar and the Mekong are now proceeding satisfactorily, and the French Government is manifesting a desire to bring about an entente on these and other questions still in dispute.

(From Bangkok Times.)

THE TRANSVAAL INCIDENT.

LONDON, December 31st.

The situation in Johannesburg is momentarily becoming more grave. Many ladies and children are leaving the land, and it is expected that several of the leading miners will be shut down. The burghers have been warned to hold themselves in readiness for active service, and the Mercantile Association has organized a town bodyguard to preserve order but not to take any active part in any civil war or rebellion. The Germans have, on their part, elected a committee to arrange a plan of action.

LONDON, January 2nd.

Mr. Chamberlain has officially announced that Dr. Jameson has cut the telegraph wires, therefore he is unable to communicate with him; but he has instructed Sir Hercules Robinson to publish a proclamation that he assumes care of the Transvaal, repudiates Dr. Jameson and orders Britons to obey the Transvaal authority and remain quiet.

Both Mr. Cecil Rhodes and the Chartered Company disavow Dr. Jameson.

LOCAL AND GENERAL.

H.M.S. *Archer* arrived here this morning from Formosa.

H.M.S. *Daphne* left this morning for Wenchow, followed by H.M.S. *Plover* bound for Shanghai.

MAJOR Sir Claude M. McDonald, K.C.M.G., has been appointed British Minister at Peking. The new Ambassador was in Hongkong in 1879, as a lieutenant, with the 74th Highlanders.

AN emergency meeting of Zetland Lodge, No. 52, E.C., will be held in the Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

One of the Russians implicated in the *Nanhai* piracy, who was banished for five years, turned up in Hongkong yesterday before the time had expired, and was consequently sent "up" for a year by the Police Magistrate this morning.

The Committee of the Shanghai branch of the China Association have decided to hold the annual dinner on the 27th instant, when it is confidently expected that the gathering of members and guests will exceed one hundred persons.

THE next meeting of the Odd Volumes will be held at No. 18, Bank Buildings (Mr. H. E. Pollock's office) on Thursday, 16th instant, at 5.15 p.m. The evening will be devoted to impromptu speeches. The openers of the debates and the subjects will be drawn by lot.

The billiard match at the Hongkong Hotel last night between Messrs. W. Farmer and T. S. Woods resulted in a win for the former by 9 points only. It was a fine exhibition of billiards, Mr. Farmer, who had to make 350 points to his opponent's 225, catching Woods at 230 all. Bravo, Willie!

The Chinese Chamber of Commerce, so long and so urgently needed by our industrious and enterprising Chinese fellow-citizens, will be formally opened at 10 a.m. on the 17th instant, and in the evening a grand banquet will be given in the assembly room at which Mr. Ho Amel, the Chairman of the newly constituted Chamber, will preside.

At 4 o'clock this morning, three men, armed with revolvers, attacked a coolie house at Quarry Bay and bound and gagged the two inmates. They then ransacked the place, finding about \$120 in coins and \$20 worth of opium, with which they decamped. As there is only one policeman to do a five-mile beat in that region, this outrage was not known until it was too late to get on the trail of the marauders, whose whereabouts is of course unknown.

We read in the *China Gazette* that in recognition of the importance of the Shanghai Branch of the Equitable Life Assurance Society of the United States, the President and Directors of this prosperous Society have appointed Mr. J. T. Hamilton, who as Manager for the East has inaugurated the business of the Society in the Far East with enormous success, to be General Manager for the East. It is as the *Gazette*, needless to point out the high position held by the Equitable all over the world as the premier American life office, whose assets are enough to pay off the national debt of many European kingdoms, and whose position is as far above all its rivals for solidity and security as the Bank of England is above all other banks in the world. Mr. Hamilton, who is a walking encyclopaedia in life assurance matters, will, as heretofore, have his headquarters at No. 6 the Bund, Shanghai.

At the meeting of shareholders of the Pequin and Oriental Steam Navigation Company held on the 12th ultimo Sir Thomas Sutherland, Chairman of the company, stated that a large outlay would probably be necessary if the mail contracts now held by the company, and which will shortly expire, were renewed. He hoped that the Imperial Government, in dealing with the new mail contracts, would remember that France and Germany were trying to oust the British from the carrying-trade on the principal steamship routes. With regard to the present Australian mail contract, he stated that throughout the contract the mails by the P. & O. steamers had been landed at Adelaide on an average eighty-three cars a day advance of contract time. It was impossible, he argued, that mail contracts for short terms could be made as efficient as those for a long period.

The most characteristic trait in the conduct of the notorious Jabez Balfour when on his trial was, according to *Truth*, that, when he was convicted and knew that for many years he would be reduced to prison fare, he asked before leaving Court to be allowed to partake of lunch, and calmly ate some cold meat washed down with a pint of Bass. This explains the man—living from day to day, and satisfied if his immediate wants were gratified, without thought of the Nemesis of the morrow. Otherwise, when I understand so clever a person thoroughly enjoying existence with the almost certainty that one day or other the crash must come? The learned Judge who tried this arch knave opined that his bitter punishment would be the walls of the widows and orphans whom he had ruined, penetrating through the walls of his cell. Little Balfour will care for these walls. His whole career shows that he is thoroughly heartless.

LAST night "King" O'Keeffe, who is practically monarch of all he surveys down Yau way, in the far-famed Caroline Islands, entertained a large number of his friends at a dinner given in Thomas' Grill Room. After ample justice had been done to the sumptuous repast the glasses were filled with "fir" and Mr. G. R. Lammett thereupon proposed "the host," who responded in a lengthy and humorous speech which kept the company in fits of laughter. Then more toasts were proposed, after which music and singing brought to a close one of the jolliest evenings spent in the presence of royalty for many a long year. The gallant Captain will, we believe, return to his far-away island home in a day or two with about \$40,000 worth of "trade" carefully stowed in his very own "ocean greyhound" *Santa Cruz*. As regards O'Keeffe, far thou well, and don't forget to remember the H.K.T. to all the jolly exiles in the uttermost parts of your interesting dominions.

A REMARKABLE PROSECUTION.

TOOKER v. MANNERS.

At the Magistracy this morning Mr. A. C. S. Manners was charged with using the Wong Nai Chong Recreation Ground for a special purpose without the permission of His Excellency the Governor. Mr. H. P. Tooker, Executive Engineer of the Public Works Department, preferred the charge and appeared as prosecutor, and Mr. E. C. Ellis (of Mr. V. H. Deacon's office) represented the defendant, who was present.

In answer to the Magistrate Mr. Tooker explained that the charge was brought under Government Notification No. 4 of 1892, which absolutely prohibits riding in the grounds. Under the Regulations published on the 7th November, 1892, polo is permitted on certain days, and the point might be raised that this was a polo day, though the charge was not for polo playing.

Mr. H. P. Tooker was then sworn and stated that Mr. Manners was charged with a breach of Regulations published in the *Government Gazette* as No. 4 of 1892. A copy of these regulations was posted in the custodian's house, at the entrance of the Grounds.

His Worship:—I want to know if these Regulations have been published?

Witness:—Y—s. They are in charge of the custodian and can be seen at any time.

His Worship:—The Regulations prohibit riding within the racing and training tracks until further notice. Have the Regulations been published as required by law?

Witness:—Yes. They have been posted as required.

His Worship:—The regulations must be posted in a conspicuous place on the grounds. Witness:—In that case, your Worship, I should like to amend the charge as being a breach of Government Regulation No. 242 of 7th November, 1892.

Mr. Ellis:—I must object, your Worship, that this is a very irregular step.

His Worship:—I do not think, Mr. Ellis, it will do your client any harm.

Mr. Ellis:—I do not agree with your Worship. Mr. Tooker comes here in the first place with a most unflattering summons.

His Worship:—You must not make such statements now, Mr. Ellis.

Mr. Tooker:—These latter regulations were posted at the entrance to the grounds.

His Worship:—Were they there on the 4th instant, the day Mr. Manners is charged with breaking them?

Witness:—No, but they had been posted.

Mr. Ellis:—Do you know the reason they were not there?

Witness:—No, I cannot say.

His Worship:—Had Mr. Manners had any notice of the Regulations of the 4th of January?

Witness:—The regulations posted in the matshed were to replace them.

His Worship:—They had no business to be in the custodian's house.

Witness:—The defendant had notice of them. They were sent by the Director of Public Works to him.

His Worship:—He was not bound to take any notice of that. The law says these regulations must be exhibited at the entrance or in some other conspicuous place. You tell me they were kept in the custodian's matshed. The custodian may have been out and the defendant unable to see them. You tell me that the defendant is aware of the regulations on the 4th of January.

Witness:—Well, if your Worship looks on the matter that way I can only say for a reason.

Mr. Ellis:—Whether any notice was given or not is not material. I submit that by the terms of the Regulations of the 7th November the previous Regulations were repealed.

His Worship:—The Regulations do not say so. Mr. Ellis:—I think it was for this reason the notice was taken down.

His Worship:—They may have been taken down for other reasons.

Mr. Ellis:—It is not necessary it should be so. If you look at the heading of the Regulations you will see it says "for the protection and better enjoyment of the place open to the public, etc., and that shows it repeated my previous regulations. I would ask your Worship to consider this point and to release my client, as Mr. Tooker has no case.

His Worship:—In the Regulations certain portions of the Ordinance of 1890 are repealed and when special parts of the law are repealed, the presumption is that the remainder are to be still in force.

Mr. Ellis:—I would ask your Worship how these two regulations can be read together?

His Worship:—But the charge is laid under the Regulations of the 3rd May 1892.

Mr. Ellis:—In the Regulations of May 3rd riding is prohibited unconditionally, and I submit that these later regulations, which allow riding under certain conditions, repeat the former.

His Worship:—I do not think so.

Mr. Ellis:—I believe Mr. Tooker can tell you that the previous regulations were made so as to allow the grounds to be laid out.

Mr. Tooker:—I do not know it was so.

Mr. Ellis:—Will you tell me why the notice was taken down?

Mr. Tooker:—I cannot tell you. It was not by my orders.

Mr. Ellis:—You cannot say why it was taken down?

Mr. Tooker:—No.

Mr. Ellis:—Can you say when the Regulations were posted up there?

Mr. Tooker:—I have told his Worship before.

Mr. Ellis:—What date?

Mr. Tooker:—I cannot give the date.

His Worship:—Well, Mr. Tooker, I will adjourn the case if you like to take legal advice, but so far you have not proved that the defendant had notice of the regulations as required by law.

Mr. Ellis:—I think Mr. Tooker should have come prepared. We did not know what we had to rebut, but we are ready. If it must be adjourned, I ask to have it called this afternoon.

His Worship:—I cannot do that.

After a little more parleying his Worship adjourned the hearing until Thursday, at 2 p.m.

SIGNORINA BELINFANTE.

LAST night "King" O'Keeffe, the gifted songstress who has lately been charming audiences in Shanghai, Kobe, Yokohama, and Vladivostock, arrived here last night and has been busily engaged to-day making arrangements for the Grand Concert which will be given by an advertisement in another part of this issue, will be given on the 20th instant.

We understand that Surgeon-Major Haven, and Messrs. C. H. Grace, E. Mirey and W. E. Crowe have already kindly consented to assist, and we hope the programme will contain no less than six or seven selections to be rendered by the accomplished Signorina, the concert should prove a great attraction to all lovers of really good music.

It may be here stated that Signorina Belinfante is endowed with an exquisitely trained contralto voice of unusually wide range, its compass extending to the upper C, and is in the habit of singing in almost every European language.

The reception accorded the Signorina by the English, German and Russian communities in the north has been most cordial and enthusiastic, and it is reasonable to conclude that it will not be less so in this colony.

The contents of the letters to the Consul are of course unknown, but they are believed to confirm the statement of the master launch.

Consul Brewster understood to be taking active measures to enforce the observance of treaty rights, as he had promised to do, holding that Mr. Andrew was engaged in "perfectly legitimate business and should be protected to the full extent." Mr. Andrew has declared his intention of seeing the matter out, and will no doubt make a stubborn and, if it be possible, successful fight.

The strongest pressure should be brought to bear in this case, and if the usual dilly-dallying in which the mandarins are so prone to indulge in, be started, short and sharp methods should be adopted. If this be not done Britain's name, already somewhat smirched through abstention and whatnot, will be dragged further into the mire.

A HONGKONG HANDICAP ON BRITISH SHIPPING.

The following letter published in the third annual report of the Shanghai branch of the China Association, is, as the *China Gazette* very correctly states, sufficiently important to merit reproduction *in extenso* and being given the widest publicity:—

SHANGHAI, December 3rd, 1895.

SIR.—We desire to seek the assistance of the China Association in a matter seriously affecting British interests.

Some time last year the question of imposing Passenger Regulations upon all British ships trading in China and carrying passengers between Chinese ports was raised by the Hongkong Government, doubtless at the instance of the Home authorities, and applications were made to the Consuls at all the ports for their opinion and advice on the subject. We believe almost without exception the opinion of the Consuls was strongly against the enactment of any such Regulations and the necessity for them was denied. Notwithstanding this, we are informed that Regulations have been drafted in Hongkong, framed on the lines of the existing Hongkong Ordinances, and that it is intended to enforce them as soon as they have received the approval of the Home Government.

What we wish the China Association to do is to enter an immediate and vigorous protest against the enactment of these Regulations or the imposition upon British shipping of any restrictions beyond those it is already afflicted with, which already impose a severe handicap. It is quite certain that if these Regulations are enforced, British shipping will be shut out from the passenger trade between Chinese ports. Competition with other flags is already very severe, and while we are convinced that, competing upon equal terms, British shipping is quite able to maintain the position it at present occupies, yet if burdened with the expense and delay and the necessary inspections, which Chinese passengers cordially detest, which will be involved in complying with the Regulations, it is certain it cannot contend successfully against vessels not subject to such vexatious drawbacks. The rates of passage are very low, but earnings from passengers form a valuable portion of the income of steamers trading in Chinese waters, and the loss of these will eventually result in the loss of the whole trade; it will be only a question of time.

The acceptance by other Governments of such Regulations would still leave British vessels at a great disadvantage. We know that if imposed they would be honestly and strictly enforced by British officials, and we also know that they would not be so enforced by the officials of other nationalities. What chance would there be of getting penalties enforced against Chinese and Japanese vessels inflicting the "rules"? The steamers of both nations trading here belong to Companies more or less under Government control and patronage, and it is quite certain that if they agreed to the Regulations they would do so only for the purpose of making use of them to damage British shipping. Again, a large number of Norwegian steamers are now trading out here, yet in the whole of China there is only one Norwegian Consul. No doubt these are to be in the main "merchants" Consuls, members of firms engaged in business, but it is quite certain they cannot be relied on to enforce Regulations; they would not have the necessary power and staff even if they had the inclination.

Until there exists at all Chinese ports a central authority, strong enough and honest enough to enforce the Regulations upon all nationalities of other shipping than British, being compelled to abide by them, and this will act most unfairly against British interests.

Mr. Ellis:—It is not necessary it should be so. If you look at the heading of the Regulations you will see it says "for the protection and better enjoyment of the place open to the public, etc., and that shows it repeated my previous regulations. I would ask your Worship to consider this point and to release my client, as Mr. Tooker has no case.

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Mr. Ellis:—Will you tell me why the notice was taken down?

Mr. Tooker:—I cannot tell you. It was not by my orders.

THE HONGKONG TELEGRAPH, TUESDAY, JANUARY 14, 1896.

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 20th day of January, 1896, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

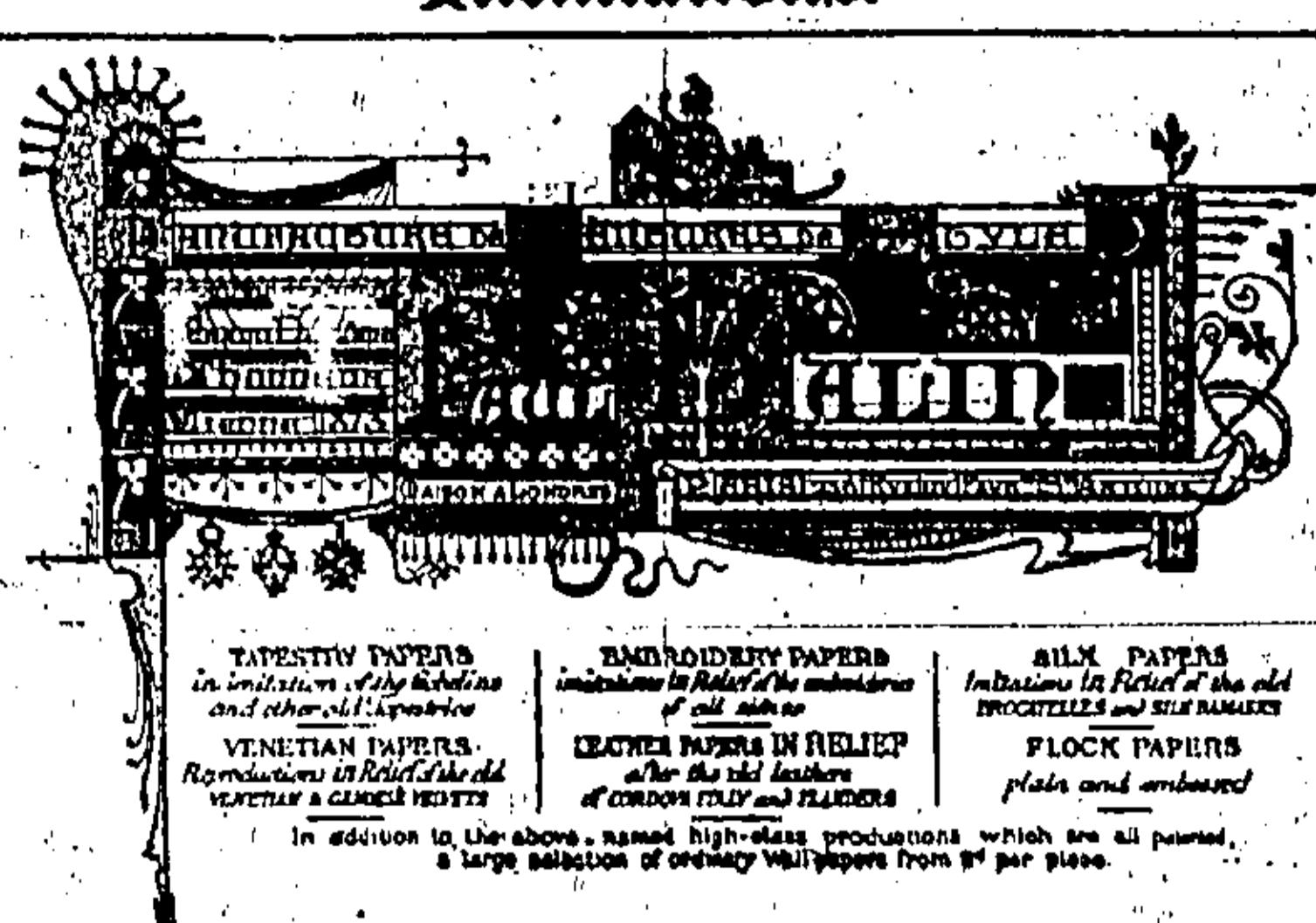
Hongkong, 4th January, 1896.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 20th day of January, 1896, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shaukiwan West, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Ref. No.	Locality.	Boundary Measurements.	Contents.	Annual Rent.
Shau- kiwan Lot No. 10.	Shau- kiwan West.	8 th	12,200 ft. 119 ft. 15,280 ft.	86	1,222

Intimations.



Apply to JOHN D. HUTCHISON, Esq., Hongkong.

Agents for M. OPPENHEIMER & Co., Paris.

Shipping.

STFAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"TAIVUAN."

Captain Nelson, will be despatched on THURSDAY, the 16th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th January, 1896.

[194]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLOMOND."

Captain McIntosh, will be despatched as above on or about the 17th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 3rd January, 1896.

[163]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SORABAYA.

THE Steamship

"HUIPEH."

Captain Qust', will be despatched on SATURDAY, the 18th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 7th January, 1896.

[195]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI (Passing through the INLAND SEA)

THE Company's Steamship

"HOHENZOLLERN."

Captain P. Weit, will leave for the above Ports on or about SUNDAY, the 19th instant.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 13th January, 1896.

[168]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"KARLSRUHE."

Captain H. Walter, due here with the outward

German Mail about the 18th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 13th January, 1896.

[163]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896 (Subject to Alteration.)

Mount Lebanon... | Saturday... | 22th Jan.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON."

will be despatched hence for VICTORIA, B.C.,

AND PORTLAND, OREGON, via KOBE AND YOKOHAMA, on SATURDAY, the 25th January.

Consular Invoices of Goods for United States

Points should be in QUADRUPLETCATE; and one

Copy must be sent forward by the Steamer to

the care of the GENERAL FREIGHT AGENT,

Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and

Freight, apply to

SHEWAN & Co.,

Agents.

Hongkong, 9th January, 1896.

[169]

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. "ANNANDALE" and "TEVIOTDALE.")

THE Steamship

"FALLODON HALL."

Captain Elvert, will be despatched for the

above Port on or about 23rd instant.

For Freight, apply to

SHEWAN & Co.,

Agents.

Hongkong, 6th January, 1896.

[182]

PROPOSED SAILINGS FROM HONGKONG, 1896 (Subject to Alteration.)

Mount Lebanon... | Saturday... | 22th Jan.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON."

will be despatched hence for VICTORIA, B.C.,

AND PORTLAND, OREGON, via KOBE AND YOKOHAMA, on SATURDAY, the 25th January.

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SHEWAN & Co.,

Agents.

Hongkong, 9th January, 1896.

[169]

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. "POLYPHEMUS.")

THE Steamship

"LENNOX".

will be despatched about 4th February.

S.S. "PORT ADELAIDE"

will be despatched about 18th February.

S.S. "GHAZEE"

will be despatched about 4th March.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 4th January, 1896.

[182]

Intimations.

STFAMERS.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"SUNGKIAN."

Captain C. B. N. Dodd, will be despatched

TO-MORROW, the 15th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 14th January, 1896.

[122]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFARG."

Captain Selby, will be despatched as above on

or about the 17th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 11th January, 1896.

[122]

"HUIPEH."

Captain Harvey, will be despatched as above on

or about the 17th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong,